

BookletChart™

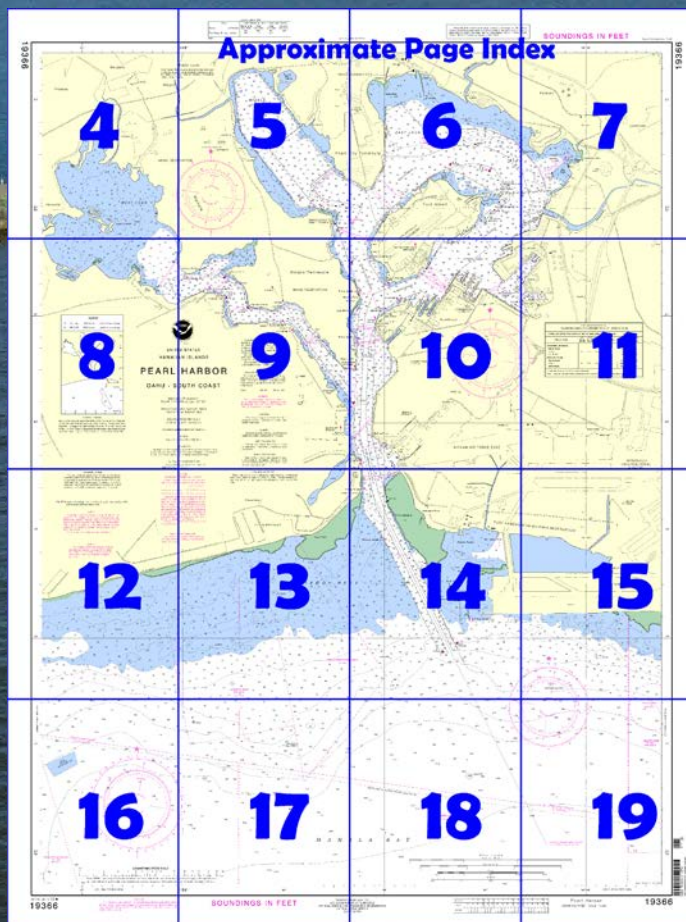
South Coast of O'ahu – Pearl Harbor NOAA Chart 19366



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=19366>.



(Selected Excerpts from Coast Pilot)

A low, flat plain, 3 to 5 miles wide, borders the sandy shore between Keehi Lagoon and Kalaeloa. The area includes Pearl Harbor and several airfields. W of Pearl Harbor, most of the area is developed with residential communities.

Pearl Harbor, 9.5 miles WNW of Diamond Head, is a **Defensive Sea Area** established by Executive Order No. 8143 of May 26, 1939. The order says in part:

"The area of water in Pearl Harbor,

Island of O'ahu, Territory of Hawaii, lying between extreme high-water

mark and the sea, and in and about the entrance channel to said harbor, within an area bounded by the extreme high-water mark, a line bearing S from the SW corner of the Puuloa Naval Reservation, a line bearing S from Ahua Point, and a line bearing W from a point 3 miles due S from Ahua Point, has been established as a defensive sea area for purposes of national defense, and no persons (other than persons on public vessels of the United States) are permitted to enter this defensive sea area, and no vessels or other craft (other than public vessels of the United States) are permitted to navigate in this area, except by authority of the Secretary of the Navy."

Permission to enter Pearl Harbor must be obtained in advance from Commander, Navy Region Hawaii 96860.

Pilotage, Pearl Harbor.—All vessels, except commissioned ships of the U.S. Navy and U.S. Coast Guard, are required to take a pilot when entering or departing Pearl Harbor. Pilots meet vessels at Approach Point PAPA HOTEL (21°16'06"N., 157°56'23"W.), about 2 miles SE of the entrance buoys. All vessels destined for Pearl Harbor must pass through this point, which is not marked by any navigational aid.

Pearl Harbor Control maintains a 24 hour guard on VHF-FM channel 69. It is requested that vessels guard VHF-FM channel 69, 1 hour before entrance, and continuously thereafter unless guard for this circuitry is arranged after arrival. The voice call of Pearl Harbor Port Control is "Pearl Harbor Control;" ships use own ship's name as voice call. Pearl Harbor Control also guards the Bridge-to-Bridge frequency VHF-FM channel 13.

The fan-shaped harbor has an entrance width of 400 yards and a greatest inland extent of 5 miles. The entrance channel is marked by lights, a lighted range, lighted and unlighted buoys. The main basin is divided by two peninsulas and an island into four smaller basins known as **West Loch**, **Middle Loch**, **East Loch**, and **Southeast Loch**. Tidal currents are generally weak, but the ebb sometimes exceeds 0.5 knot. A dangerous W set may be experienced in the vicinity of the entrance to Pearl Harbor Channel.

Anchorage.—**Special anchorages** are on the E side of the Pearl Harbor Entrance Channel near Kumumau Point; on the W side of the channel in the lagoon S of Iroquois Point; and in Aiea Bay on the E side of East Loch. (See **110.1** and **110.128d (e) through (h)**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Honolulu	Commander	
	14th CG District	(808) 535-3333
	Honolulu, HI	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

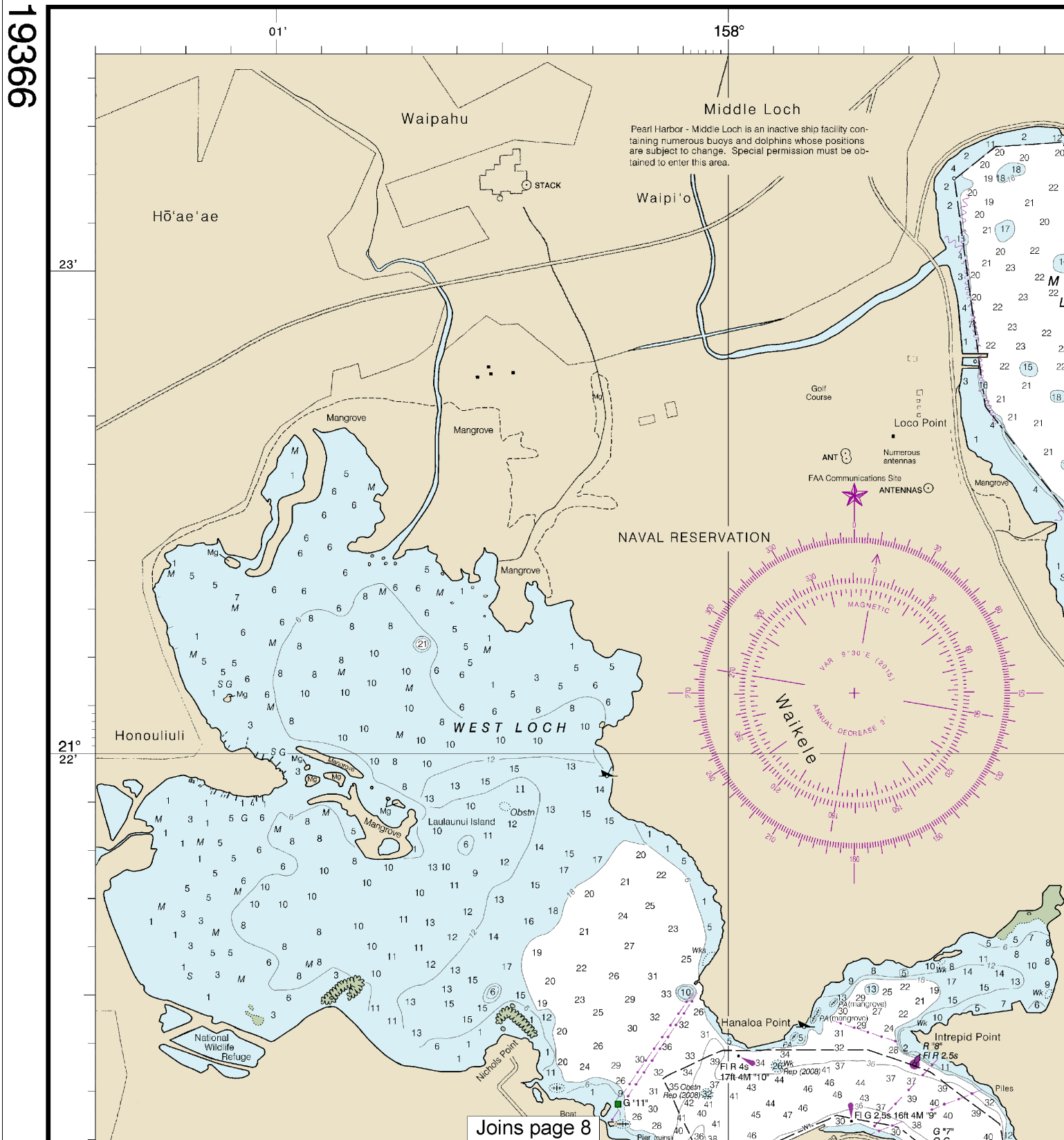


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

19366

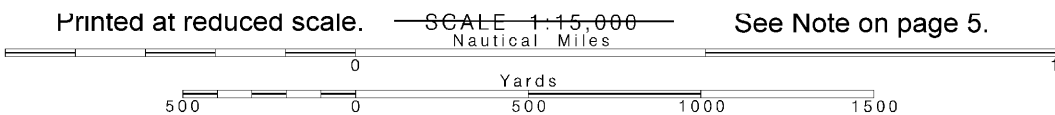
TIDAL INFORMATION	
PLACE	
NAME	(LAT/LONG)
Pearl Harbor, Hawaii	(21°22' N/157°57' W)
Dashes (---) located in datum columns indicate unavailable data; tide predictions, and tidal current predictions are available on the (Sep 20' 5)	



Joins page 8

4

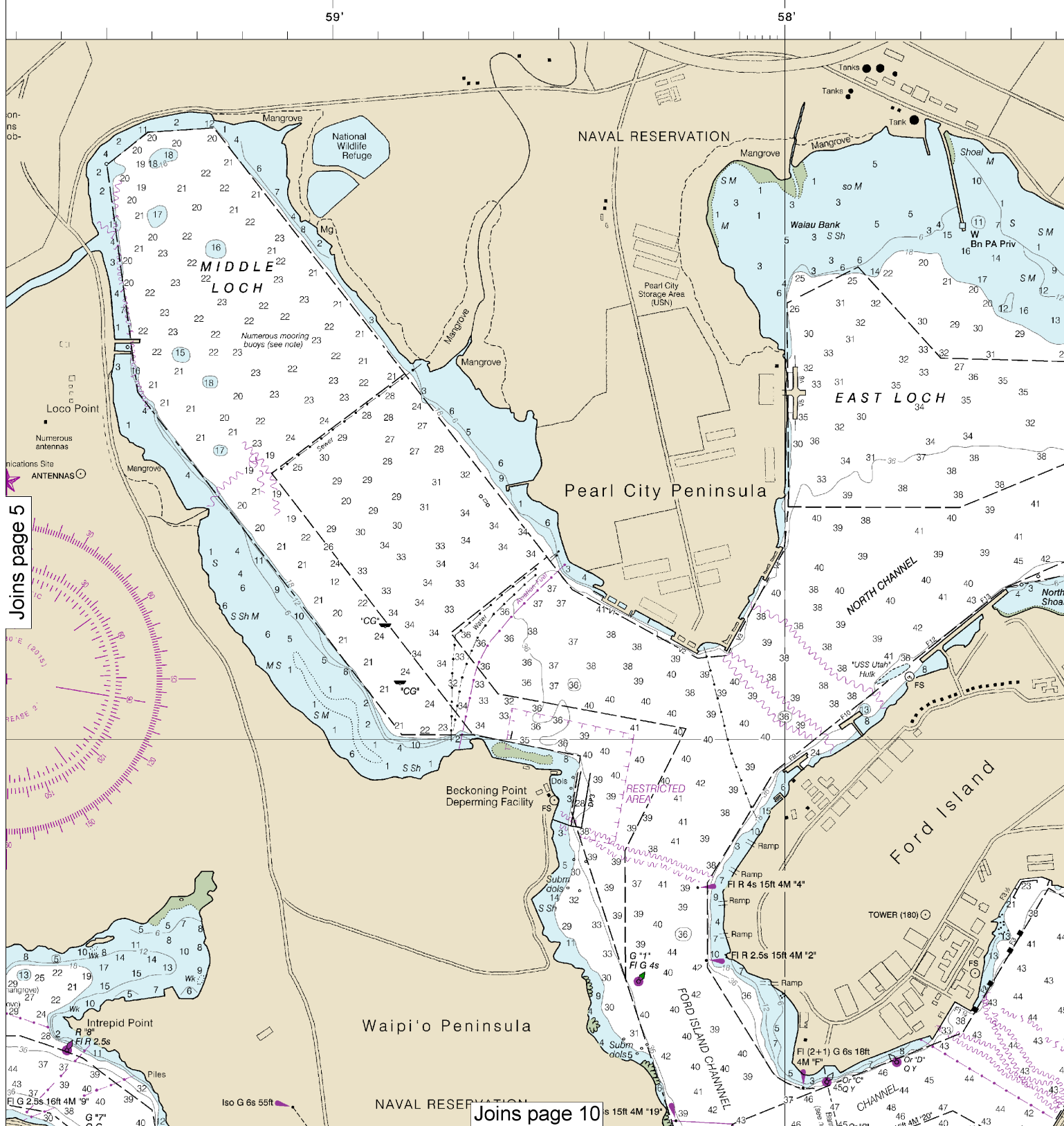
Note: Chart grid lines are aligned with true north.



TIDAL INFORMATION				
PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Pearl Harbor, Hawaii	(21°22'N/157°57'W)	feet 2.0	feet 1.5	feet 0.2

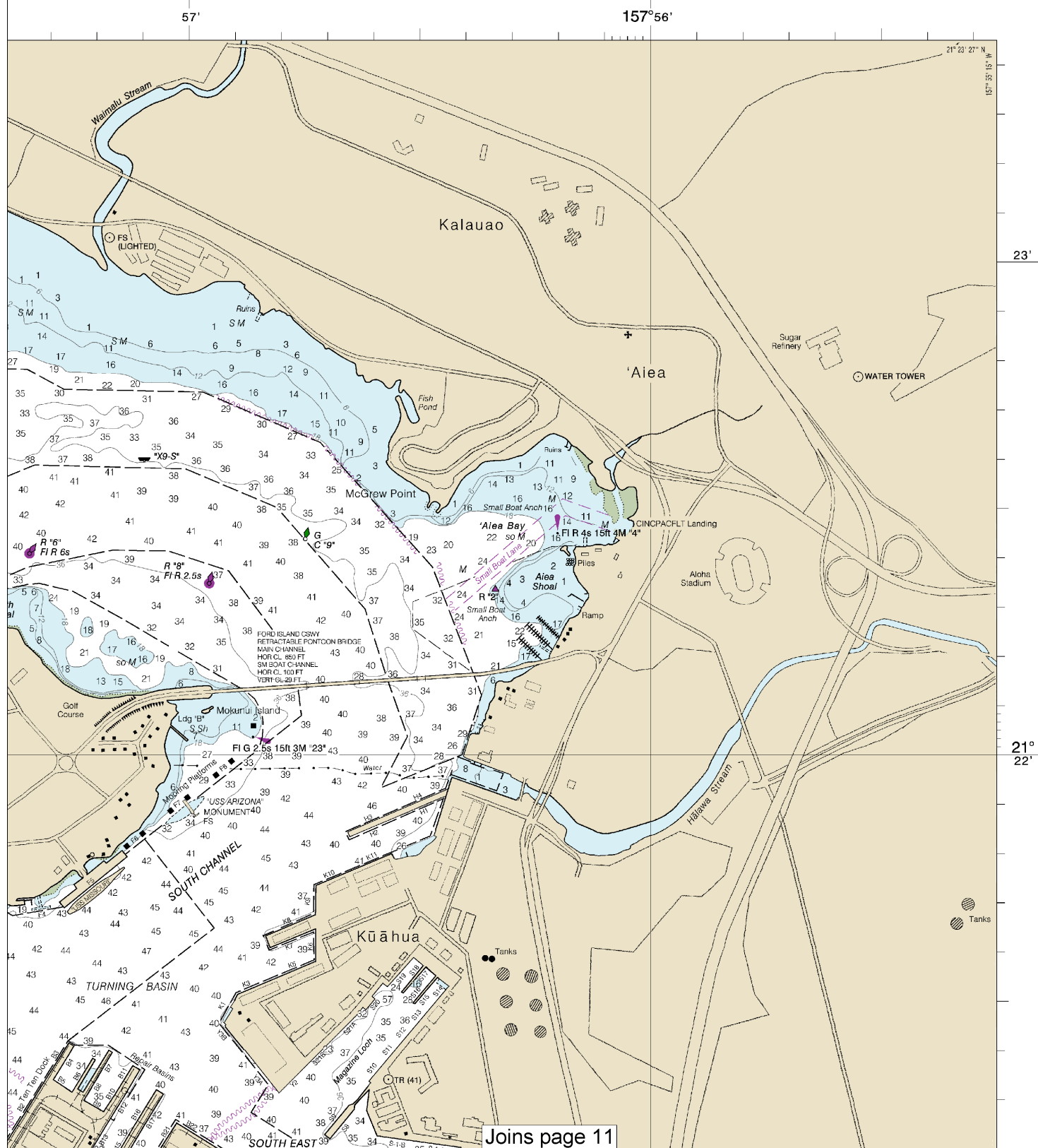
Notes: (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

1st Ed. Aug. 1999 KAPP 2690



SOUNDINGS IN FEET

19366



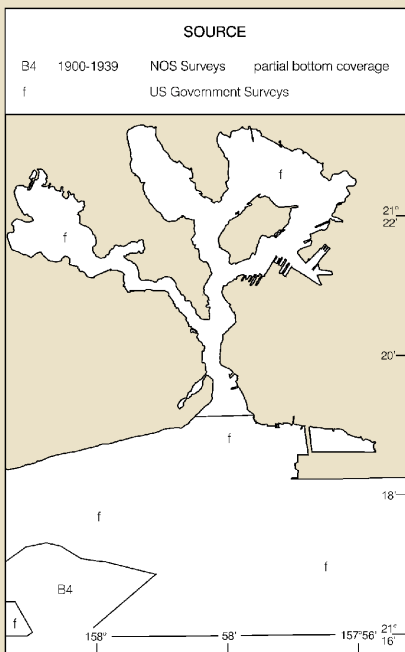
38th Ed., Oct. 2015. Last Correction: 3/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

7

Joins page 4

21'

20'



COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: ---

Joins page 12



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
HAWAIIAN ISLANDS

PEARL HARBOR

O'AHU - SOUTH COAST

Mercator Projection
Scale 1:15,000 at Lat. 21°20'

World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and sub-

Limitations of aids to marine navigation are shown. U.S. Coast Guard Geospatial-Intelligence Agency Radio direction broadcasting stations should be used. Station position (C) (Accurate location)

The prudent mariner should not rely on any single aid to navigation. Consult U.S. Coast Pilot and U.S. Coast Guard publications.

Temporary changes in navigation are shown. Local Notice to Mariners.

Improved charting subject to shoaling.

All supplemental information. Consult U.S. Coast Pilot for supplemental information.

Radar reflectors. Radar reflects floating aids to navigation. Radar reflector identification omitted from this chart.

POLLUTION. Report all spills of oil and other pollutants to the nearest Coast Guard facility if telephoned 153.

Additional information can be found in the U.S. Coast Pilot.

© FAA ANTENNA

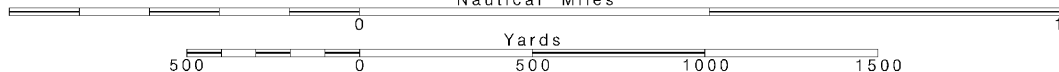
8

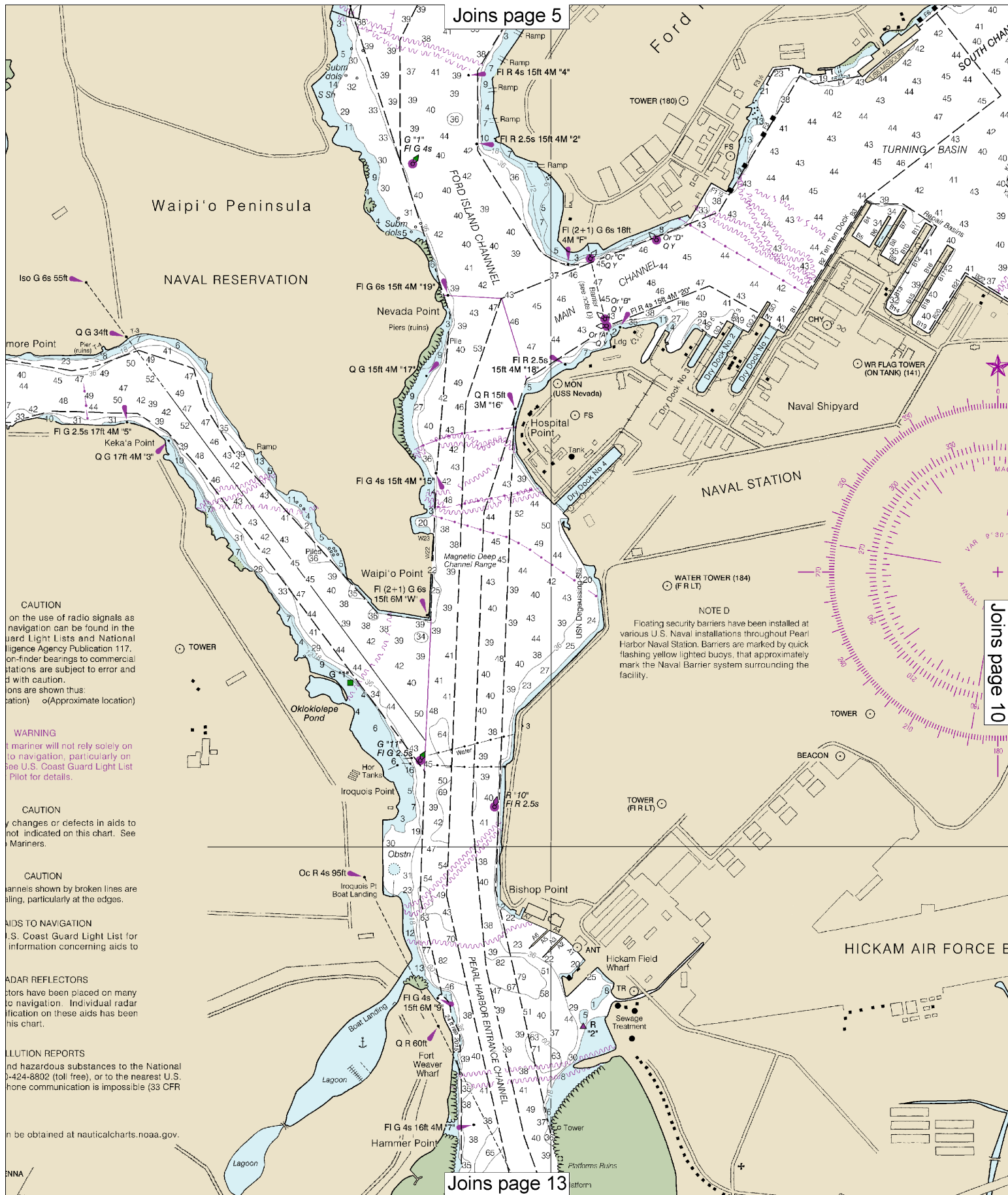
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





Joins page 5

Joins page 10

Joins page 13

CAUTION
on the use of radio signals as navigation can be found in the Light Lists and National Intelligence Agency Publication 117. on-finder bearings to commercial stations are subject to error and should be used with caution. Stations are shown thus:
() (Approximate location)

WARNING
Mariner will not rely solely on this chart for navigation, particularly on the use of radio signals as navigation can be found in the Light Lists and National Intelligence Agency Publication 117. on-finder bearings to commercial stations are subject to error and should be used with caution. Stations are shown thus:
() (Approximate location)

CAUTION
Changes or defects in aids to navigation are not indicated on this chart. See the Light Lists for details.

CAUTION
Channels shown by broken lines are not navigable, particularly at the edges.

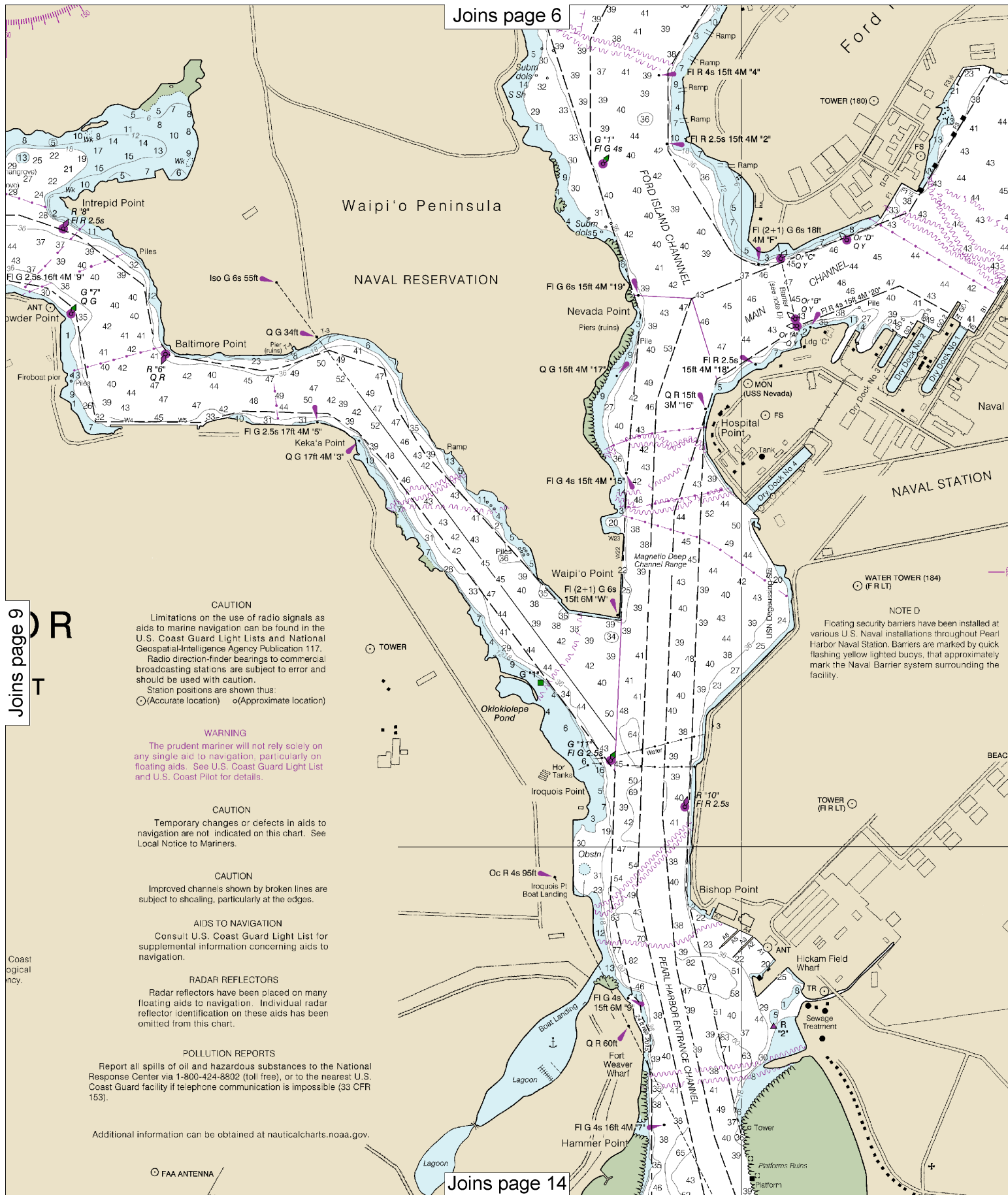
AIDS TO NAVIGATION
U.S. Coast Guard Light List for information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many aids to navigation. Individual radar reflector information on these aids has been included on this chart.

POLLUTION REPORTS
Report hazardous substances to the National Pollution Response Center (800-424-8802 toll free), or to the nearest U.S. Coast Guard office. If communication is impossible (33 CFR 160.104-105).

Information can be obtained at nauticalcharts.noaa.gov.

NOTE D
Floating security barriers have been installed at various U.S. Naval installations throughout Pearl Harbor Naval Station. Barriers are marked by quick flashing yellow lighted buoys, that approximately mark the Naval Barrier system surrounding the facility.



Joins page 9

Coast
logical
nency.

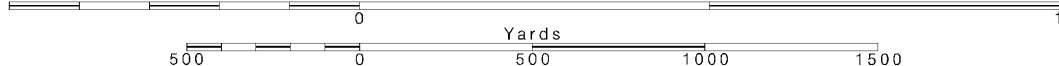
10

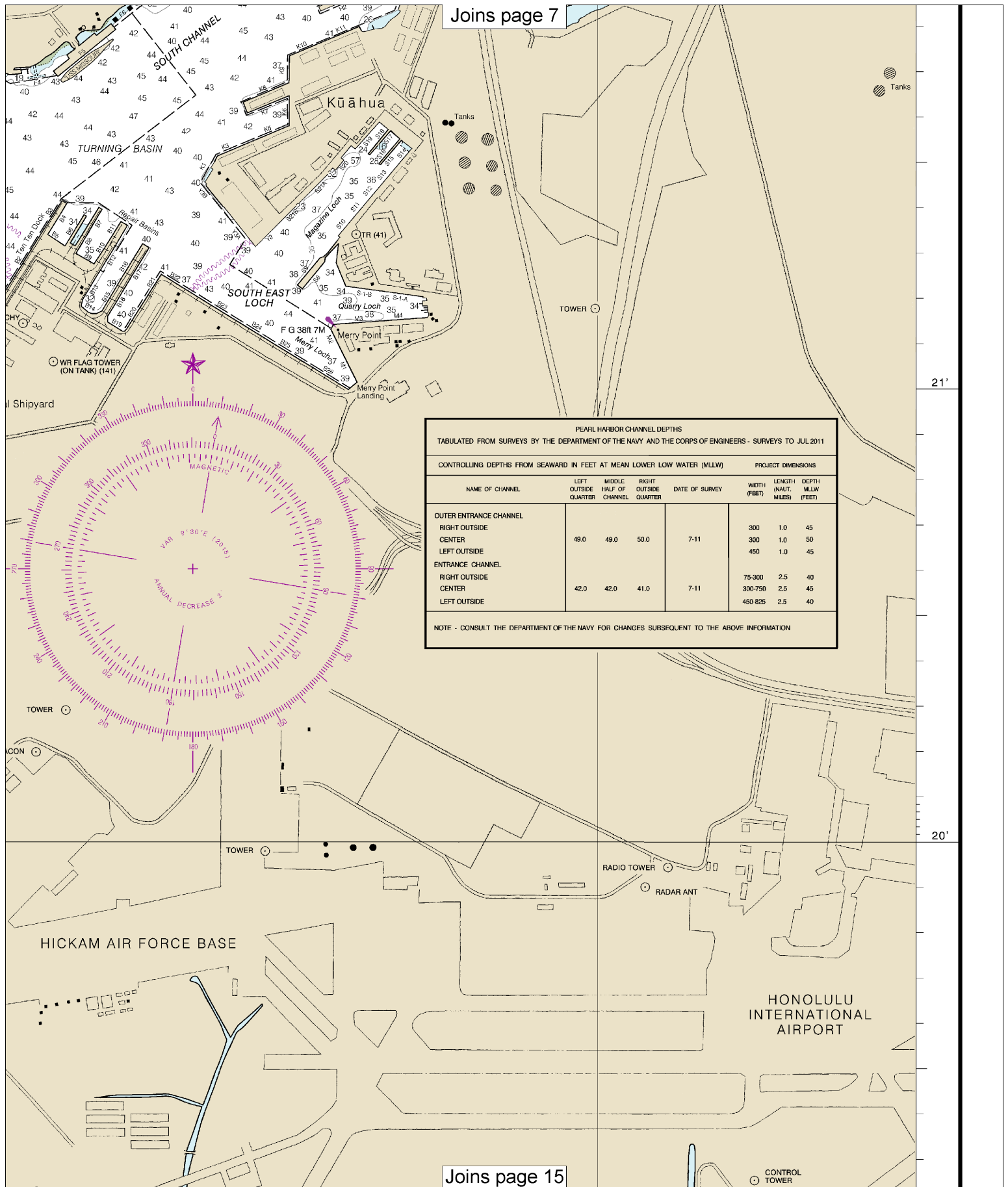
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





21'

20'

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hawaii Kai, HI	KBA-99	162.400 MHz
Mt Kaala, HI	KBA-99	162.550 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). Geographic positions referred to the Old Hawaiian Datum must be corrected an average of 11.380" northward and 9.680" westward to agree with this chart.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.
Refer to charted regulation section numbers.

NOTE B

The indicated area at Pearl Harbor is a Naval Defense Sea Area and is closed to the public. Only ships or other craft authorized by the Secretary of the Navy shall be navigated in this area.

NOTE C

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SMALL ARMS FIRING AREA

Area closed to navigation 0600-1700 daily including Saturday, Sunday and at other times upon notification.

19'

18'

HART 19362

Joins page 16

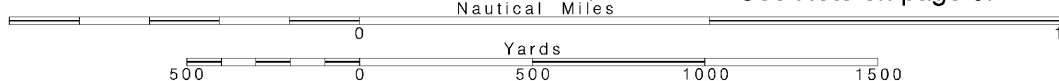
12

Note: Chart grid lines are aligned with true north.

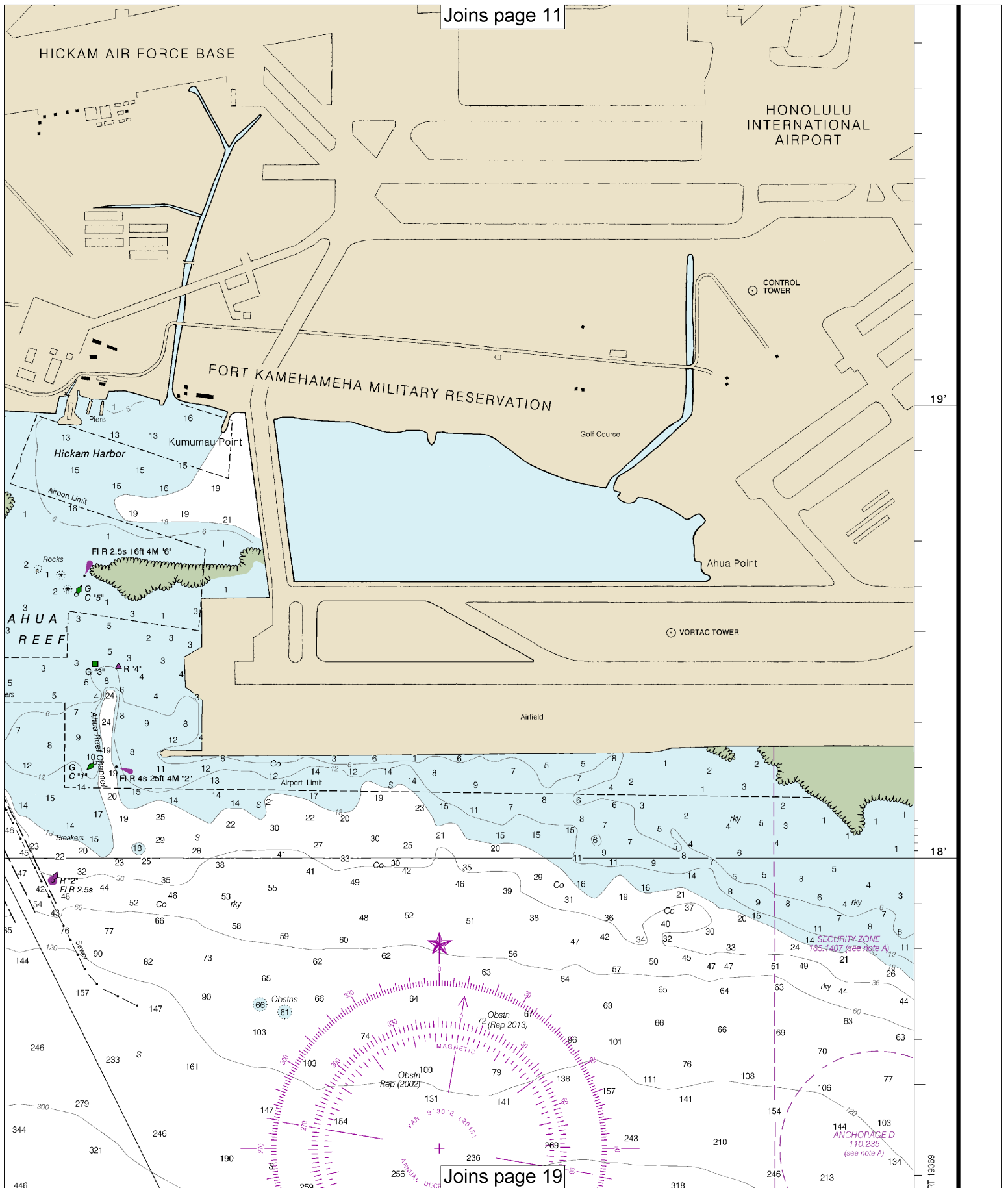
Printed at reduced scale.

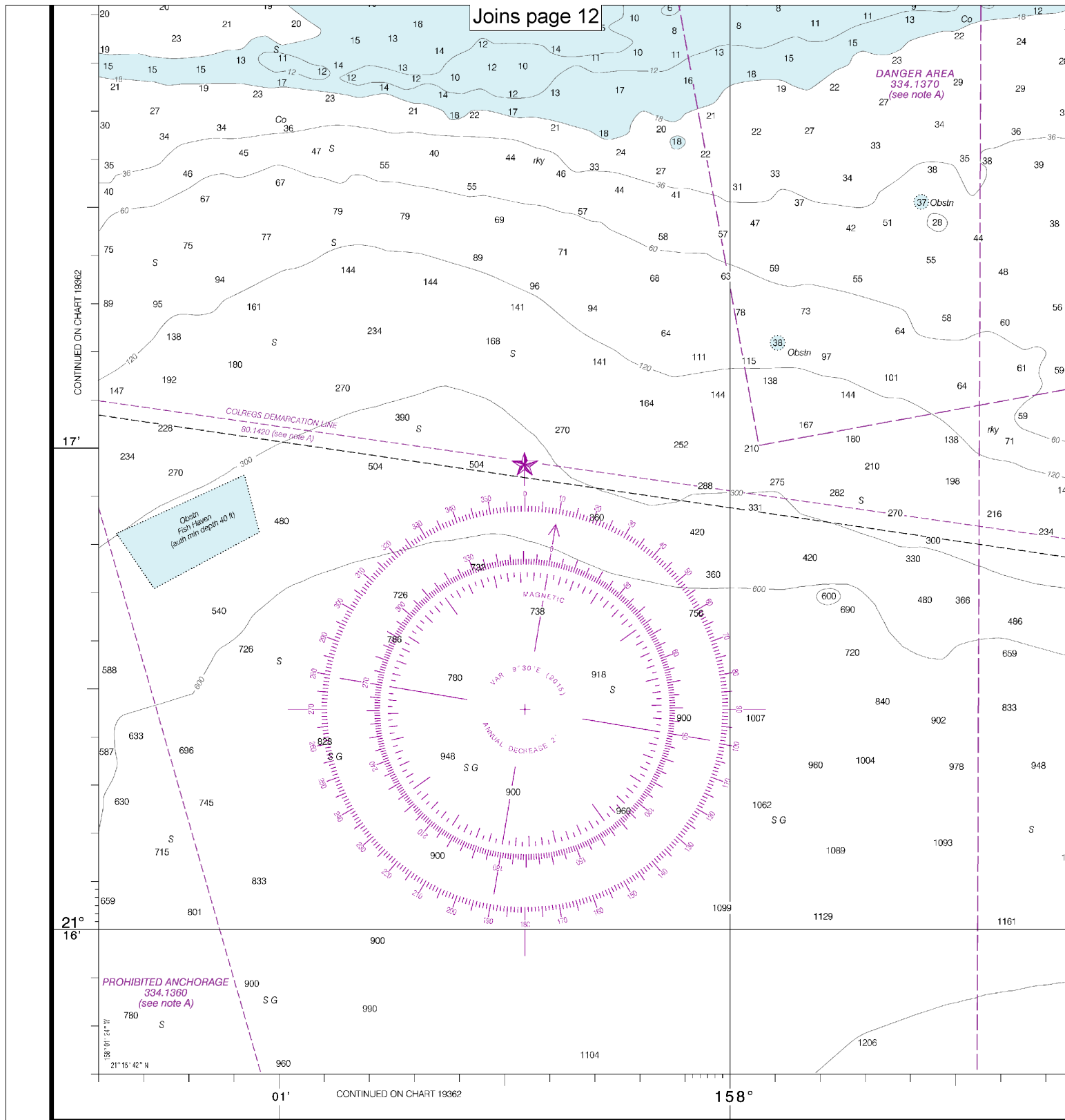
SCALE 1:15,000

See Note on page 5.



13





19366

38th Ed., Oct. 2015. Last Correction: 3/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDI

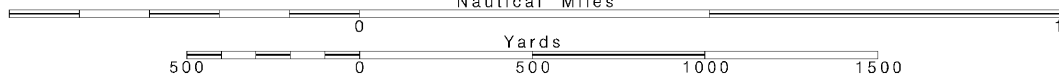
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



SMALL ARMS FIRING AREA
(see note)

FL G 4s

Spoil Area

Subm platform
(Rep 2000) PA

SOUTH LIMIT OF DUMPING GROUND (discontinued)

PROHIBITED AREA
(see note B)

M Ā M A L A B A Y

Joins page 18

SCALE 1
Nautical

Statute

Yard

500

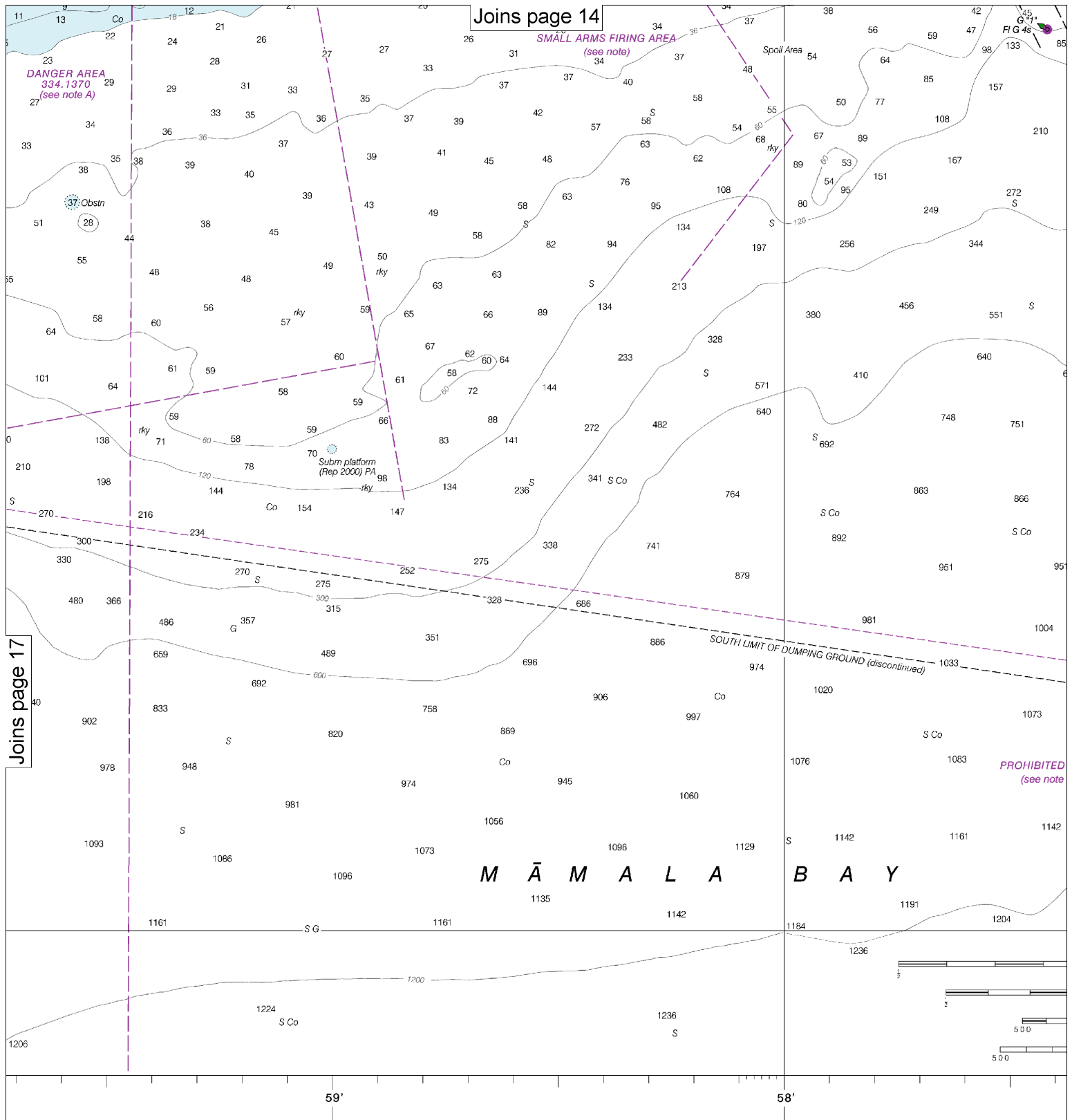
500

500

INGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

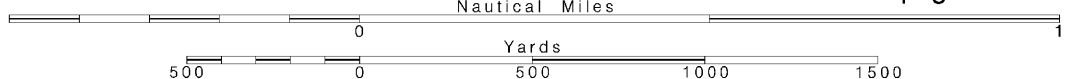
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.



Joins page 15

SECURITY ZONE 165-1407 (see note A)

Obstns 66 61

Obstn 72 (rep 2013)

Obstn 100 (rep 2002)

MAGNETIC

VAR 9°30' E (2013)

ANNUAL DECREASE 2'

144 ANCHORAGE D 110.235 (see note A)

SECURITY ZONE 165.1407 (see note A)

TSUNAMI EVACUATION AREA WESTERN RECREATIONAL VESSEL STAGING AREA 165.1413 (see note A)

COLLEGE DEMARCATION LINE 80.1420 (see note A)

Papa Hotel (unmarked approach point) V-ARS

SCALE 1:15,000

Nautical Miles

Statute Miles

Yards

Meters

57' 157°56' CONTINUED ON CHART 19369

953.0 X 709.0 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Pearl Harbor

19366



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.